## NORWICH MAN HAD HEARTBURN, WATER **BRASH, CONSTANT** PAIN IN STOMACH

Well-known Grocery Clerk - Very Painful Indigestion, Gas From Everything He Ate-So Nervous Simply Couldn't Sleep - Tried Everything for Relief, Discouraged - Now Entirely Well Through GOLDINE.

I certainly can't speak too highly of Goldine Tonic and Nervine; for I am now entirely well, and I had such a very bad stomach that I actually hated the sight of the table. It was just torture for me to eat," declares Frank Parkhurst, 16 Broadway, Norwich, Conn. "I took everything to try to find relief. Everything I ate made gas, bloating, constant pain; I had dull, sick headaches, was dizzy, short of breath and much constipated. I would get so fagged out, nervous and unthat I simply could not sleep My limbs would cramp, I had water brash, which was very annoyand constant heartburn almost fed me. I had been troubled nearfive years and was certainly discouraged But the results from Gold-ine were remarkable. My stomach would digest anything I wanted to eat without the least gas or distress, my leep returned and, of course, nervousness disappeared entirely. I got re-sults from my very first bottle of Goldine and I kept at it until I felt like my old self. My friends will all tell you what a wonderful appetite I have. I can may this of Goldine. You don't have to keep taking it. That's three years ago, I haven't had to take a thing since and am in splendid

You can bank on getting results from GOLDINE like Mr. Parkhurst.
Just try it faithfully. Engler's Broad-Pharmacy, Norwich, where GOL-DINE Remedies are being introduced by special representative.

#### TWO TRAINMEN KILLED BY LOCOMOTIVE EXPLOSION

Barrytown, N. Y., Nov. 24.-Two are dead and a third is expected to die as the result of the explosion of the locomotive boiler of a fast New York Central freight train as it entered the Astor tunnel near ere tonight. Pieces of the engine, blown wires were broken and three of the four main tracks were blocked for two hours. The dead are the fireman and head brake-The engineer is near death in a hospital at Poughkeepsie.

#### BREAKDOWN OF WATER

PLANT IN MEXICO CITY Mexico City, Nov. 24 .- (By The A. P.) Water peddlers, quite a common sight in the capital fitteen years ago, have respected as a result of the water famine due to the breakdown of the city's water plant last Sunday. The peddlers arge from 25 to 50 centavos a gallon. ater daily is becoming scarcer. With no water coming from its regular system, Mexico City, with its in-labitants numbering approximately 500,-000 is dependent upon a few artesian wells, the output of which is jealously

49 BROADWAY

## Special Saturday Only

Peanut Clusters, lb.... 59c Assorted Chocolates, lb., 59c Cream Pineapple, lb.... 59c Preserved Ginger, lb.... 69c Fruit Nougatines, lb..... 59c Opera Crisp, Ib ..... 59c Fancy Hard Candies, lb.. 59c Chocolates and Bon Bons 59c Chocolate Ice Cream Drops, lb...... 59c Roman Punch Nougatines pound ..... 59c Assorted Milk Chocolates pound ..... 59c Chocolate Crackers, lb., 59c 2 pounds of any of above for ..... \$1.00 Chocolate Bitter Sweet Peppermints, lb..... 39c Assorted Hard Candies, lb 39c Hay Stacks, lb ..... 39c Bitter Sweets, in 2 pound boxes only, box ..... 580 Preserved Ginger, 2 lb. boxes ..... \$1.00 Chocolate Almonds, lb., 59c Chocolate Covered Dates pound ..... 49c

Little glass jar of Stick Candy for the kiddies, 10c per jay, for Saturday only. These sticks will keep until the holi-days. Buy them today. They will not be on sale again this year,

Paper Shell Jordan Al

monds, never seld for less than \$1.00 per lb.

WHEN YOU TANY to out your hand, near helps the public, there is no made un believ than through the advections witness of the Existing



**VARIOUS MATTERS** Light vehicle lamps at 4.52 o'clock

The Norwich State Hospital now population of 1520 patients. A slight snow flurry about 3 oclock Friday afternoon suggested the coming of

William L. Stark, a native of Mystic, where he was born July 29, 1853, died recently at his home in Tampa, Fia. The roofs of cars on trains arriving in Norwich from the north Friday were overed with an inch or more of snow. Call and examine special line of Christmas cards at the Bulletin job

room,-adv, Graduates of Wesleyan College are erecting a memorial to the alumni and students of that university who fell in the World war,

James Hurley has sold his property Pennsylvania avenue. Niantic and chased a residence.

Mrs. Lucy Potter has closed up her libson Hill farm and will live with her son at the Mcthodust parsonage, in Niantic this winter, C. F. Merrill, extension dairyman at Storrs college, was one of the speakers

at the meeting of the Milk Producers Association of Watertown this week. A delegation from Quonochontaus grange attended the annual Neighbors Night program of Narragansett grange No. 1 at Wakefield, R. I., this week. The Branford Brass Foundry Co., Inc.

has elected the following officers: President, Hugh A. Cox; secretary, Frederick A. Ells; treasurer, Robert L. Rosen-H. E. Hudson, East Lyme, Friday re a waterproof tarpanlin was stolen from

his automobile while the car was parked in Bank street.

At a meeting Thursday night Groton

residents voted to appoint a committee for the resumption of ferry service beween Groton and New London. Madam Bergstresser removes

warts and moles by electrolosis. 62 2.30 o'clock Asylu mstreet. Tel. 981.—adv. Pearl street. The U. Si civila service commission forms. Rev. nearly a mile, set fire to buildings on the pine service, will continue until further Helena M. T. Church rendered Thy Will Astor estate. Telephone and telegraph notice, Entrance salary is \$1500-\$2000. Be Done, and Lead Kindly Light. Burial The L. B. Abel Co., Inc., Waterbury. has elected officers as follows: Presi dent. Antonio Biancardo; vice president, Samuel Santalucia; treasurer, Louis B. Abel; secretary, Frank E.

> Comptroller-elect Frederick M. Sal mon of Westport sat with the state board of control at its weekly meeting at the capitol Wednesday afternoon as the guest of Comptroller Harvey

Notices of the next meeting of Quine baug Pomona grange have been sent out. The meeting is to be held at Highland Grange hall, South Killingly, next Sat-urday. The bi-ennial election of officers will take place.

With authorized capital stock of \$50. 000, the Dowst-Crooker Co., of New Haven was incorporated Thursday. Papers were filed at the office of the secretary of the state showing that business will started with \$1,500.

District Deputy Grand Exalted Ruler

Up to this time, Connecticut has been corn borer, according to a statement by Dr. W. E. Britton, state entomologist to Secretary Leonard H. Healey of the state board of agriculture.

A horse drawn wagon, driven by R. D. Daniels of Quaker Hill, was in a colli-sion with an automobile driven by Bart Tetreault on Jay street, near Huntington street, New London Thursday night. Not much damage was done.

Arrangements are being made rederick S. Camp, state supervisor of elementary education, for five regional meetings of school superintendents and supervisors to be held during January and February in various parts of the

Though Wednesday was the last day for the filing of campaign expense statements with the secretary of the state's office a large number of state-ments arrived Thursday by mail, Near-ly all the statements were from treas-

Acting on petitions received some time ago, the Hartford public buildings commission voted to allow several ex-service men's organizations to use a room at the old State House at Hart-ford for meetings at stated intervals vithout charge.

After an investigation by impectors of the state dairy and food department Jacob Puzineky & Son of Bridgeport, milk dealers, were fined \$50 and coats in Bridgeport when they were arraigned in court for violating the statutes concerning the sale of milk.

Request for fifty additional men for the state police department will be made of the 1923 general assembly, it was declared by Superintendent Robert T. Hurley. Should the petition be granted, the state force will be in-

reased to one hundred men. Walter Paimer of Noank was painfully njured about the hands and arms reday when the lines on an otter traw which he was hauling became tangled and drew his hands into the hauling gear. The accident happened on the fishing grounds off Watch Hill.

The regular meeting of the Groton Vilating Nurse Association was held at the home of the Misses Larrabee Thursday evening. The chairman, Mrs. C. P. Heffernan, presided. It was aunounced that the recent membership firive had netted the association the sum of \$215.55.

Charles Whitney, the young son of Mr. and Mrs. George E. Whitney of Groton, was struck and knocked down by the automobile owned and driven by Christopher Chapman of the borough at the the intersection of Allen and Thames streets in Groton about 11.30 p'clack Friday morning. Plans are being made for the state Sunday sones convention to be held at Willimantie next Nevember. While the suncesses and failures of the last convention, at Torrington are fresh in the

rention, at Tarrington are from in the winds of those responsible for the pro-gram, the programs for the next con-vention are being considered. Loyalty Closs Meeting,
The Lapalty class of the First Baptist church met Priday night at the hongs of Mrs. Frank B. Hanni, the peaktion. There were is members present, and restine business was promoted. At the place of the sunter Mrs. Hanny neved see greaty, cake and coffee, he lang assumed by Mrs. Welter & Couran.

#### PERSONALS

Mrs. William Spalding of 442 Main treet is visiting her mater. Mrs. A. H. street is visiting her sister. Perry, of 40 Boswell avenue. OBITUARY.

#### John A. Turner.

After a long lilness the life of John A. Turner of 27 Rogers avenue came to a close Friday at his home. He was born on April 5, 1851, in Center Groton, the son of Youngs and Susan Starr Turner, being a direct descendent of the Mayflower ancestors. When a young man he united in marriage with Mary Francis, who died October 11, 1897. On November 4, 1898 he was married to Geuda Hagberg, who survives him with with his loss the family loses a valuable

Mrs. Henry E. Stevens. After a brief illness Nancy Whitney Stevens, 93, widow of Henry E. Stevens died Friday at the home of her son, Dr Henry E. Stevens, of West Roxbury, Mrs. Stevens was born in Leom inster, Mass., on December 4, 1828, the daughter of a family of colonial ances try. When a young woman she went to Minnesota and it was there that she met and married Henry E. Stevens of Norwich. After residing in that state for years Mr. and Mrs. Stevens came on Grove street. Both Mr. and Mrs. Stevens were musical, Mr. Stevens engaging in the musical business while Norwich, and Mrs. Stevens possessing a splendid voice in her younger days. She was a member of the old Second She was a member of the old Second Congregational church and was the oldest momber of the United Congregational church. Her husband died many years ago, and one of the four children born of union, Charles and Edward Stevens died when young men, and Miss Caroline Stevens, the only daughter died here about a year ago. One son, Dr. Henry E. Stevens of West Roxbury, survives, with three grandchildren of Amherst, N. H., Providence, and West Roxbury, and

in Bank street. there are five great-grandchildren.

A quiet ceremony was performed in Mrs. Stevens had many friends in this of Sterling and Alice Gardner of Voluncity who learned of her death with sor-Moosup recently when Victor Bessette row. She was a woman of pleasing pertown were united in marriage by the sonality and an interesting conversation-Rev. Oscar Normand. tales of the pioneers.

#### FUNERALS.

Martin Duane Kiblin. Funeral services for Martin Duane Kiblin were held Friday afternoon 2.30 o'clock from his late home, There were many Rev. Charles H. Ricketts, pas-Greeneville Congregational tions for high school teachers. Philip church conducted the service. Mrs. was in the family plot in Maplewood where Rev. Mr. Ricketts con-

> Robert Montgomery and Charles Arrangements were by C. A. Gager,

ducted a committal service. The bearers were Reuben S. Bartlett, Edward Briggs,

Mrs. A. Walton Pearson. Friends and neighbors attended the peral of Mrs. A. Walton Pearson held Friday afternoon at 2.30 o'clock from her late home, 69 Pearl street. There were floral tributes. The service was conducted by Rev. A. P. Blinn, who made a brief address. The remains were then conveyed to Maplewood cemetery where a committal srvice was read by Rev. Mr. The bearers were Noyes, William H. Oat, Harvey M. and George A. Keppler Church & Allen were in charge.

Mrs. Willard L. Bliss.

Richard Pitzgerald. There was a large attendance at the funeral of Richard Fitzgerald held Friday morning from the home of daughter, Mrs. Frederick O. Bundy Frederick O. Bundy 100 North Main street. Among those attending were relatives from out of town. There was a solemn requiem high mass at St. Mary's church at which Rev. William A. Keefe was celebrant, Rev. Myles F. Galvin, deacon, and Rev. Richard M. Coholan, sub-deacon. Henry J. LaFontaine presided at the organ and at the opening of the mass Miss Sadie Driscoll sang Beautiful Land On High. Burial was in the family plot in St. Mary's cemetery where Father Keefe and Father Coholan conducted a commit-tal service. The bearers were Frederick O. Bundy, son-in-law, Frederick O. Bundy, Jr., and Richard Bundy, grandsons, Michael Sullivan, Dennis Sullivan and Richard Fitzgerald, nephews, Arrangements were by Shea & Burke,

### CAME FROM MIDDLETOWN

IN THREE BIG BUSSES The Wesleyan Musical club which gave their concert Friday evening at Slater hall made the trip from Middle-town to Norwich in three of the motor busses of the Hartford-New London line. The busses were parked in Broadway at the Wauregan house during the evening, waiting there until the students were ready to return to college after the dance that was given after the con-Each bus has a canacity for 22 pas-

engers. Made Extended Vacation Trip. Mrs. Frank Tyler, accompanied by turned to their home on Maple street, the early part of November, having been absent from town since August. Much of the time was spent at inter-vening spells at the home of Mrs. Tyler's son-in-law and daughter, Mr. and Mrs. Ralph Behrisch, of Brooklyn, N.

When leaving Norwich they at first a week's visit at the home of weeks were spent in Meriden at the home of another son, Samuel C. Beebs. While there, Mr. and Mrs, Samuel Bee-be and their guests, Mrs, Tyler and the

# GIVE MANY REASONS FOR WANTING 16 FOOT CHANNEL IN THE THAMES

A group of about 75 representative as presented for Norwich should get business men from manufacturing and shipping interests of Norwich was presented to states government to provide adequate means for water-borne transportation facilities for this community. common council chamber at the court house for the hearing to be given by one daughter, Mrs. C. O. Bennett, two grandchildren, Boland A. Bennett of Middleburg, Vt., and Claire E. Bennett, who lives at home. Mr. Turner was a gineers office at Providence, who came to listen to reasons why the Norwich member of the Central Baptist church and belonged to the Men's club. He was a loving father and kind husband, and to this city. church business men wanted the government to ber firm of The Edward Chappell Co.

main classified as a port that can be enough as very few vessels are reached by shippers with the size boats today to draw less than eighteen

best prepared and best conducted hear- have deedged from the main channel ing he had attended for some time. Mayor Milo R. Waters sat with Ma-or Peterson at the mayor's desk, when

act authorizing a survey on the ques-tion of the deepening of the river to this city. He said that he wanted to hear what

and why present facilities were inade

Mayor Waters Speaks. Mayor Waters was first to speak. He said that at certain winds and tides provement of the Thames river put on that basis. The channel is sunbut that is not the actual worth. the present time a vessel drawing 13 river being so shallow. I feet has difficulty getting up the river manager of a company that

Chamber of Commerce President. Mayor Waters was followed by President H. M. Lerou of the chamber of commerce who said that Norwich wanted to make the greatest use possi-

ble of its river. as follows: In proposing the further development

mperatively needed because water transortation today is becoming more and nore necessary on account of the railroad conjections existing now and that lo exist periodically from time to time. The present depth of the channel from Allyn's Point to Norwich varies from 13 o 14 feet, the width of the channel can-ot be ascertained as a fact. We renot be ascertained as a fact. We re-spectfully submit the proposition of a 16 foot channel 200 feet wide from Al-

lyn's Point to Norwich. In submitting this proposition are certain elements which we desire The remains of Grace Smith, wife of to call to your attention. At the pres-willard H. Bliss, who died in Mt. Ver-ent time Norwich is served by the on on Nov. 21st, arrived at New Lon-ton Friday noon and were brought to service through the operation of two service through the operation of two boats. The Cape Cod has a draught of approximately 13 feet and the John M. District Deputy Grand Exalted Ruler don Friday noon and were prought to Daniel M. Cronin paid an official visit this city by Undertaker Charles A. Gag-to Rockville lodge of Elks Thursday er. Burial was at Yantic cemetery in approximately 13 feet and the John M. night. The district deputy found the family plot. Rev. Dwight C. Stone Worth a draught of approximately 10 feet. The Cape Cod finds it very diffi-Ye Chocolate

to Rockville lodge of Elks Thursday inight. The district deputy found the lodge in a very prosperous condition financially and numerically.

Stamped goods at reduced prices. Orthonous for Thanksriving at the conducted the service at the conducted the service at the conducted the co essitates frequent repairs to the Cape Cod which in turn is a tremendous dis-advantage to the shippers of Norwich of the crimpled service caused there is some question of the John M. Worth giving constant service throughout the winter months because of her low draught in going through the sound during heavy seas. The Thames River Line cannot put on a better boat beto Allyn's Point and because of the lack of proper draught to operate through-out the year. It must be born in mind that it is necessary for a boat with a draught similar to the Cape Cod to navigate the sound especially during winter season. Boats of a lig a lighter draught cannot make the passage. This has caused a situation which has been somewhat disastrous to the ship-ping facilities by water to Norwich in-

dustries. Several Norwich industries will not ship their finished product to New York by the Thames River Line because of the inadequate service that this line gives, so that the tonnage on the river has suffered to a very large extent from

this phase of the situation, Water tonnage of lumber laden ves-sels has similarly suffered because it has been found impossible to get coastwise vessels from the south which could navigate the river. This situation proves beyond the question of a doubt that the leepening of the present channel to 16 feet and a 200 foot width would doubly ncrease the present tonnage of waterborne freight in this community. At the same time the tonnage for the past year carried by the boat lines operating on the Thames river is not a fair comparison with a normal year. large shippers on the Thames River Line practically closed for a period of nearly twenty weeks which of course less ened the tonnage normally carried. To date the figures from the Thames River Line of a normal year are not availa-

During the past year a new boat line The Wilson Line, operated in Norwich for a period of seven months. This boat line gradually increased its business and during the time of its operation of 7 months carried approximately 4,000 tons. The fact that the tonnage carried by the Wilson Line did not in any way hamper

walled. The chairman, Mrs. C. P.

while there. Mr. and Mrs. Samuel Borran precided, It was amounced the recent numbership drive had the greetest, Mrs. Tyler and the sider Mrs. Beebe, enjoyed a delightful disease with the proof of the field of the second time. The American Transfer of the sider Mrs. Beebe, enjoyed a delightful and the green time. The American Transfer of the sider Mrs. Beebe, enjoyed a delightful and the green time. The American Transfer of the sider Mrs. Beebe, enjoyed a delightful and the green time. The American Transfer of the sider Mrs. Beebe, enjoyed a delightful and the green time. The American Transfer of the sider Mrs. Beebe, enjoyed a delightful and the green time. The American Transfer of the sider Mrs. Beebe, enjoyed a delightful and the green time. The American Transfer of the side of the side

# Read Letters From Shippers.

Norwich, Conn., Nov. 33, 17.3. It was made clear at the hearing that Chamber of Commerce, Norwich, Conn. the present claimed depth of 14 feet is Gentlemen: Our annual tennage reshort of what is needed in the river to copts by vessel amount to 12,000 to short of what is needed in the river to capts by vessel amount to 12,000 to allow the general type of present-day 1,000 tons. We find it very hard and boats to get here with their cargoes, and that the 16-foot depth, with a 200-foot width, is the minimum required for the channel, if Norwich is to re-teen feet at low tide, and this is not that are now available.

After the hearing Major Peterson told Secretary John J. O'Rourke of the channel is dredged to sixted feet deep and two hundred feet wile we could charter vessels drawing chamber of commerce that he could eighteen feet of water and get these compliment Norwich upon having the vessels to our dock on high tide as we If the channel is dredged to sixteen our dock to take in eighteen feet draft vessels, this we did last year expecting the government would dredge the chan-Major Peterson opened the hearing nel to sixteen feet low water with a brief explanation of legislative. We certainly must have ive We certainly must have a decress channel or shift our business to Sound port with more water.

Respectfully yours,
H. F. & A. J. DAWLEY

was the exact nature of the improvement required, what would be the benefits to eastern Connecticut, what increase in tonnage might be expected.

No. 1, Broadway, New York, New York, New York (fity, No., 23, 1922)

Mr. John O'Rourke, Secretary of the Chamber of Commerce, Natwical Conn.

Dear Sir: -Your telephone date regarding the public meeting to held in Norwich, Conn., for the in the vessels now running here could not say that on account of a very pressing reach the city. The freight rate on engagement the writer will be unable to soft coal has gone to the inland city attend, which I regret very much, rate in the past two years and there is 1 have in my younger day; been muster that the rate on anthracite may be ter of barges that carried coal all along the Thames river from New London to be 14 feet deep, 200 feet wide, Norwich and always found it very defi-At cult to get up the river on account the and other boats cannot. Practically all water transportation to Norwich for ne, 47 the water shipment of freight for East- some eleven years. Since being in bus-floral ern Connecticut territory goes through iness for myself for the last lifteen Norwich, he said, and the present con-dition is a great handicap.

Years I have done all the work for the Edward Chappell Coal Co., which tonnage will reach from forty to thousand tons a year. tonnage up for John A. Morgan & and for the John Peckham Coal Co. There is no river in my estimation where transportation is carried on that needs more attention than the Thameriver. On account of the various turn and lack of water it makes it very diffi-cult to navigate. I think that we the Thames river the business people should have a depth of sixteen feet at Norwich do so on the lines that it is least at low water and a width of about

two hundred foot channel. I have so licited the opinion of all transportation who navigate on the Thames river and they all agree that a sixteen foot depth and about two hundred foot channel would be about what the Thames river needs. The lack of attention given to the development of all small seaports has been very disastrous to transportation and very inconvenient to the bus ness men who happened to be located these ports, and I think that the time s here when every citizen should exert all their power that he possesses for

the development of deeper water. Very truly yours, J. F. M'G. John J. O'Rourke, Secretary,

Chamber of Commerce Norwich, Conn. information regarding quest for

tonnage on the Thames river and the necessity for a deeper channel we wish to advise you as follows: During the hast eight or ten years

our coal and lumber tonnage up the river has varied from about 21,000 net tons to 35,000 net tons making an average yearly tonnage into Norwich of approx-imately 27,000 net tons by water. We have found it increasingly difficult to obtain vessels to come to Norwich with both coal and lumber. We used to

obtain small boats for coal carrying approximately 500 to 600 tons which this size were fairly plentiful. For the last five years these small boats have been disappearing and have have been replaced by larger boats, so that even from New York ports at the present time, it is difficult to get a boat carrying less than 700 to 800 tons and

drawing in most cases slightly more than 13 feet. From the southern coal ports the sit uation is very much the same only on a larger scale and the ordinary boats obtainable today from these ports draw 15 to 17 feet of water and if you are fortunate enough to find anything small er you are compelled to pay a decidedly higher rate.

We believe finally that we should have a channel to Norwich 16 feet deep and approximately 200 feet wide and we also believe that the tonnage available warrants any necessary expenditure to obtain this result, As an example of our difficulty in ob-As an example of the point of applause and they were taining lumber by water, let us cite you a comparison. In the year 1214 we handled approximately 3,000,000 board feet of lumber beside other building material and 1,629,600 feet feet, or about the program opened with a group of the program of lumber, came by water the program opened with a group of college songs by the Glee club compose thirty voices, and then follows.

fairly easy to get small schooners which could come up this river. Last year from January 1, 1921, to 1, 1922, out of approximately 1,709,000 feet of rough lumber handled by us, 180,300 feet or slightly over 200 tons came by water because it was almost impossible to get schooners at any easonable rate which could get up th

in this move for a deeper channel as we believe that the stirring times of the last five years have shown that our proof that the river tonnage would be very largely increased with dependable and proper boat service.

At the present time The American Thermos Bottle Company is on the response to increase and proper boat service.

Handicaps Thermes Co.

Superintendent W. R. Hastedt of the merican Thermos Bottle sident Lerou had said ad stated int their business was a long way be ind orders it can't get transportation of reight. It has 12 cars in New Mersey freight. It has 12 cars in New Jersey and 15 in Vir na which could be loaded into vesses if the vessels could get up the river. Water carried freight, he said, by way of the Panama Canal was what enabled the company to compets

Inquires About Public Wharf

Major Peterson inquired if there were any public wharf here, saying that fre-President Lerou read the following any public wharf here, saying thur freletters from the Norwich lumber firm quently the government has required a 
of H. F. & A. J. Dawley, the New city to build and maintain a public dock. 
York transportation firm of James F. 
McGuire and the Norwich coal and lumment engineer that all the dockage here city to build and maintain a public dock.
President Lerou informed the govern-ment engineer that all the dockage here is taken and Lucius Briggs spoke of in-dividual shippers having arranged for discharge of cargoes with private owners of ocks. Much crushed stone for the city It was probable. there would be no difficulty about making

Distribution Through Norwich

Major Peterson asked what gould be Lent, Peekskill, N. Y.; F. C. Rule, Mershown as what portion of the freight received in or brought to Norwich for bout shipment would be for or from bidustries outside the immediate town territory. If en the case at Westerly, the governout would be likely to ask the city pay some share of the improvement. At Westerly the government paid one-fourth and Westerly three-fourths, Russell A. Clapp of the Connecticut Sales and Engineer Co., responded, stat-ing that there were mills about Montville and Oakdale that would be glad to use heat-freight facilities at Norwich deeper channel were secured.

#### Boat Line Manager Speaks

Manager Lamb of the Thames River Line, which operates the steamer Cape Cod, said the boat draws 12 1-2 feet aft and touches the bottom in the river She can't come un the river in spots. of anchoring in the narrow channel as she might go aground. Care has to be used in loading the freight and at times has been necessary to leave part of a shipment behind because of fear of inasing the draught of the boat by heavy At the suggestion of Major Peterson,

Secretary John J. O'Rourke of the chamber of commerce called on several to speak after he had mentioned that Norwich was surrounded by a number of small villages and was the distributing point for Eastern Connecticut, William G, Park of the Airlie Mills at point for Eastern Connecticut.

William G, Park of the Airlie Mills at Hanover stated that at present they shinned largely by sail thereon Patrio shipped largely by rail through Baltic but of sufficient could be provided they could ship from of St. Andrew's church and took Norwich by the use of crucks and there part in the affairs of the church. was a plant at Dayville that could ship

the same way. He mentioned the Po-nemah milis at Paftville, the Lawton mill at Plainfield and Jewett City mills Manager Moon of the Versallies Sanitary Fibre mills endorsed the plan for deepening the channel in the river and F. V. R. Knouse, who has been local agent for several years for Norwich boat lines declared that it had always been difficult to interest New York people n running boats here because of the shallow channel. At one time the steam Chelska, which drew 14 feet, broke out every blade in her propellor through striking some object on the bottom striking some object on the probably a submerged pile. Th The 14 foo depth doesn't allow enough water for

boats that would use the river. The in-adequate channel has been one of the reasons for the poor boat service. River Captains Speak

boat drawing 12 1-2 feet was bound to strike in a 14 foot channel. He had a boat line from Boston to New London and Norwich, but he needed a 16 foot channel and dropped the subject when he found the Thames had only 14 feet to years) \$25, \$100 and \$1,000.

ommerce confirmed the statement that business and said that one of the larges companies in New, York is thinking of running a boat line here. If the river is deepened there will be other lines looking

for Norwich business.
Capt. George C. Crocker was called on. He remarked facetiously that he didn't know much about the subject as he has been on the river since 1865 and was the oldest living pilot and master of vessels. He had held a pilot license for exactly 50 years, 1 month and 4 days up to the time he retired, and had op-erated boats on the river all the way from 25 feet in length to 315 feet. He declared emphatically that the channe was too narrow and should be deeper and wider. The present day type of barges that draw from 16 to 18 fee can't get to Norwich, and that is the kind that would want to come here if the

Mr. Knouse added the point that boat were in danger in winter from being crowded out of the channel by ice. The hearing was adjourned at 2.30.

WESLEYAN MUSICAL CLUBS

GAVE EXCELLENT CONCERT Wesleyan Musical Clubs gave delightful entertainment Friday evenin at Slater Hall under the auspic Norwich College club. Their harmony and the manner in which they taining lumber by water, let us cite you executed each difficult number brought a comparison. In the year 1914 we handled approximately 3,000,000 board repeatedly called back for encores

terial and 1,620,600 feet feet, or and 1,500 tons of lumber, came by water which was over one-third of the brough lumber handled. At that time it was fairly easy to get small schooners which men of great talent and the concert was enjoyed by all.
Following the concert a dance was held in the gymnasium of the Academy, many of the audience remaining to en

many of the audience remaining was as joy the dancing.

The program of the evening was as follows: College songs, Amicl, In Mooninght Reposing, the Glee club; selections, the college orchestra; Sleeping, German, (tenor solo) Mr. Woodford; readings, Mr. Lowks; Give a Rouse; Bantbek; Song Memorles, the Gies Pantbok; Song Memories, the Giecchub; To the Field! To the Hunt! Buck. The Jibers, Messrs, Woodford, Boyd. Wrubel and Phillips; reading, Mr. Howman; The Hunter's Farewell, Mendelssohn, the Glecclub; selections, The College orchestra; Lullaby, Brahms;

LET'S G 0 " EXPOSITION WEEK DEC.-5, 6, 7, 8, 9

ARMORY NORWICH W. Lonsdale. South Orange. N. J.;

Schmegel, Richmond Hill N.

STATE

pment would be for or from hidustries side the immediate town territory. If benefit were purely local, as had in the case at Westerly, the governman, Flint, Mich; P. J. Hubach, Nexture of the case at Westerly, the governman, Flint, Mich; P. J. Hubach, Nexture of the case at Westerly, the governman of the case at Westerly, the governman of the case at Westerly, the government of the case at Westerly and the case at Wes ark, N. J.; L. H. H. Johnson, Jr., Roston, Mass.; J. M. Whelstone, Wayne, Penn.; B. Hillegas, Harrisburg, Penn.; M. M. Phillips, Germantown, Penn.

#### TEREMIAH J. SULLIVAN DIES SUDDENLY AT COLCHESTER

(Special to The Bulletin ) Colchester, Nov. 24.-Jeremiah Sullivan, for eight years a former master of this town, dropped dead about 11 o'clock this morning on the veranda of his home. Mr. Sullivan had evidently been in the best of health during morning and was doing a small painting job on the porch of his home when the end came. He was discovered by his wife who immediately summoned Dr. Cyrus Pendleton, who found that Mr. Sullivan was beyond the reach of med-

ical assistance. The coroner gave cause of the death as heart failure. Mr. Sullivan was born in this to Mr. Sullivan was born in this town in 1856, the son of John and Allen Sheehan Sullivan, and received his early education in the local schools. He was a graduate of the Bacon Academy. He was a democrat in politics and under the Wilson administration was postmaster of Colchester for eight years. boat-freight facilities taking business here. He was a member of St. Andrew's church and took active

In 1898 in New London he was mar-ried to Elizabeth McGrath who survives him with six children. Arline, a teacher in the public schools, Marion, a nurse at Joseph's hospital, Jerome, Raymond, Willard, and Mildred Sullivan, of this place, one sister, Mrs. Mary Irwin, of Lynn, Mass., and severa leces and nephews.

In the death of Mr. Sullivan his famlly loses a faithful member and the

nunity one of its most prominent cit-

#### izens. EXCHANGE SAVINGS STAMPS

FOR TREASURY CERTIFICATES As the local post office has received an extra supply of U. S. treasury certificates the holders of 1918 war savings stamps, which mature January 1, 1923, can have the same exchanged for the five-year new treasury certificate by presenting them at the office money der department between 9 a. m. and 5 Capt. Martin Colberg, who has been on the river since 1892, asserted that a coat drawing 12 1-2 feet was bound to change be made instead of their being strike in a 14 foot channel. He had called upon to pay in cash for them, known of a man who considered running the new certificates will earn the same and Norwich but he needed a 15 foot interest as the war savings stamps.

> British Naval Commander In Near East



Vice-Admiral Sir Osmond de K. C. M. G., K. C. V. O., & Lord oner of the Admiralty and Cemmis present officer commanding the Mediterranean Fleet of the British Navy.

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